

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 3:57 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 482 Const Calendar Day: 550 Date: 06-Dec-2013 Friday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 05:00 pm Break: 00:30 Over Time: 02:00

Federal ID:

Location:

Reviewer: Awal, Mohammad Approved Date: 30-May-14 Status: Approved

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 50 - 60 4PM**Precipitation** none**Condition** RainWorking Day ☒ If no, explain:**Diary:**

Dispute

Work description.

Friday, December 06, 2013

Paint

In the course of our paint inspection, QA, Ross Stuart, who is dedicated to continuous inspection of the paint activities in the Tower, pointed out items that need to be addressed by other groups in addition to ABF. These issues have been raised to Bill Shedd, Sam Patel, and M. Awal. These deficiencies that have come to our attention are as follow:

South Shaft

- @ El. 48: 2 Abandoned tapped holes in the steel rib that need to be filled (by Bleyco);
- @ El. 53: On skin "C" tapped holes drilled by mistake by Bleyco;
- @ El. 56: 8 abandoned tapped holes (by Bleyco);
- @El 68: No caulking on the intersection of the diaphragm & the longitudinal stiffener on Skin "B";
- @ El. 71 & 74: Loose clips on the grating (which is the landing);

I notified Mr. Patel of the locations of the tapped holes as this the item that pertains to Bleyco. In an attempt to drill holes in the steel for the installation of brackets for the mounting of the electrical equipment, they do miss the target at times. I did mention that, we as paint inspectors are not looking to find these types of problems, but rather we stumble upon them in the course of our paint inspection. Mr. Patel & Mr. Shedd (his boss) were immediately on the task of examining the site and talking to Bleyco in regards to addressing said blemishes/deficiencies. In the meantime, I sent a few photos to Mr. Patel before he gets a chance to examine it up-close and personal.

Today, CCC assigned ONLY 3 workers to continue with the paint repair work inside the Tower. This exceeds the number of employees assigned to the Tower over the past 4 days by one worker; Only 4 days after our walk through with Bill Casey up the Tower, he called me today letting me know that upon further review he has had a change of heart. He informed me that he was no longer of the opinion that the staining above El 119.0m is just minor and can be overlooked by ABF. Instead, he stated that he was going to talk to ABF about this issue and I do not need to be "flexible" with ABF when discussing paint satins above El 119.0. He told me to await further notifications and instructions from him before this issue is finalized.

During our inspection of paint inside the South Tower shaft, Stuart & I saw some serious rusting on a few bolts located at Splice #1. In addition, Stuart pointed out to location where he had tagged and they were ground but not painted. Once again, as has been the common theme throughout this Project, CT conducts



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the majority of the paint QC work in addition to the QA work. The extent of work was confined to El 48.0m and the piecemeal pace continues. The 3 workers were conduction SP1, SP2, and SP3 operations in addition to painting between elevations 47 & 65.0m.

As for Dutra's work is concerned, the piles located on the West side of the T1 footing extending some 20 feet above water were cut off, while divers installed X-bracing between three more piles on the East side of the footing. Consequently, piles #10, 11, & 12 are the last three piles that divers need to brace against each other before this phase of the false work erection is complete.

Please refer to the attached photos, which will show the items described in the preceding paragraphs. For more details on the painting and grinding inside of the South shaft of the Tower, please refer to Ross Stuart's report.

For Dutra's detailed account of production before 13:00, please refer to Mr. Daouk's report.

04-0120F4	Bid Item: 041	0-000-000.041	ERECT PRECAST CONCRETE FENDER MODULES
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DUTRA MATERIALS

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: DUTRA MATERIALS								
Operator	OTH	DAVE AVILAS	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Piledriver	JNM	jason baragan	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Supervisor		dave Lumsden	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Piledriver	JNM	WALTER QUINTERO	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Piledriver	JNM	ALLEN KURPIESKI	3.00	0.00	0.00	3.00		<input type="checkbox"/>
Piledriver	JNM	JEFF SAINZ	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Piledriver	JNM	GILBERT MAYA	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Piledriver	JNM	JON - PAUL CHENEY	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Piledriver	APP	ROBERT UTLEY	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Piledriver	APP	JAMES SAVAGE	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Operator	OTH	STEVE FRIYER	8.00	2.00	0.00	10.00		<input type="checkbox"/>

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BALLAD DIVING

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: BALLAD DIVING								
Marine Coordinator		DERDK CHASE	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Marine Coordinator		TODD HORNER	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Underwater Diver		ALEX DOSS	8.00	2.00	0.00	10.00		<input type="checkbox"/>

04-0120F4	Bid Item: 078	T-L01-ENE.078	Tower Lift 01 External Paint Tower NE
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CERTIFIED COATINGS COMPANY

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: CERTIFIED COATINGS COMPANY								
Painter	JNM	Hector Pana	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Painter	JNM	ERNESTO SOLON	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Painter	JNM	LUIS PANIAGUA	8.00	0.00	0.00	8.00		<input type="checkbox"/>

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Attachment



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